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ROOTS & COMPANY, 133 South Meridian St.

## M'KEEN'S RAILWAY SYSTEM

Forty-Fourth Annual Report of the T. H. & I. Company and Leased Lines.

Decrease in Net Earnings Caused by an Increase in Expenses-The Big Four's Effort to Get a Slice of Louisville Business.

The annual report of William R. McKeen, president of the Terre Haute & Indianapolis, for the last fiscal year has been published in pamphlet form, being the fortyfourth annual report of this company. The

The gross earnings, amounting to \$1,283,307.05, show an increase, as compared with the
previous year, of \$48,417.51, or 3.92 per cent.
The expenses absorbed 72.86 per cent. of the
earnings, leaving as net earnings \$348,332.81, a
decrease of 16.66 per cent. The operation of the
8t. Louis, Vandalia and Terre Haute railroad resulted in a profit of \$37,597.75, of which twosevenths, or \$10,742.21; accrued to your company a decrease as compared with the previous pany, a decrease, as compared with the previous year, of \$7,095.05. In operating the Terre Haute & Logansport railroad a loss was incurred of \$8,019,77, a decrease, when compared with the previous year, of \$30,724.57, and in operating the Indiana & Lake Michigan railway a loss was incurred of \$17,942.58, an increase, as compared with the 942.58, an increase, as compared with the previous year, of \$2,542.76. All of the notes given to the St. Louis, Vandalia & Terre Haute Railroad Company in settlement of rent due that company up to Jan. 1, 1890, have been paid. The balance of rent due that company for the three years ending Dec. 31, 1892, is \$123,972.38. dividends to the amount of \$91,280 were received by your company upon the preferred stock owned by it in the St. Louis, Vandalia & Terre Haute Railroad Company. In May, 1892. a line of boats was put on between St. Joseph, Mich., and Chicago and Milwankee by the St. Joseph and Lake Michigan Transportation Company. At the close of our fiscal year the benefits anticipated from this boat line had not been realized. The principal reason for this result is to be found in the extremely low rates for lake and rail traffic through the straits of Mackinaw that prevailed during the whole season of navigation. In regard to the leasing of the Terre Haute

& Peoria road, President McKeen says: By the terms of the lease your company is to operate the railroad and property of the Terre Haute & Peoria Railroad Company for a period of ninety-nine years from Oct. 1, 1892, and after of ninety-nine years from Oct. 1, 1892, and after reserving 70 per cent. per annum of the gross earnings for operating expenses, the remaining 30 per cent. is to be applied to the payment of taxes, interest on bonded debt and rentals for portions of other railroads used as a part of the main line between Terre Haute, Ind., and Peoria, Iil.: the surplus, if any. to be paid to the Terre Haute & Peoria company. Should this 30 per cent. of gross earnings, however, be insufficient at any time to pay charges against it, the Terre at any time to pay charges against it, the Terre Haute & Indianapolis Railroad Company agrees to advance whatever sum may be required to make prompt payment of the charges specified, and to that end the mortgage bonds of the Terre Haute & Peoria Railroad Company have been guaranteed by your company both as to princi-

The earnings and expenses of the various divisions are thus summarized:

On the Terre Haute & Indianapolis division the earnings equaled \$16,162.56 per mile of main line, an increase of \$609.80 per mile as compared with the previous year. The expenses absorbed 72.86 per cent of the earnings, an increase of 8.90 per cent as compared with the previous year. The net earnings were \$348,-332.81, a decrease of \$69,616.97, or 16.66 per

On the St. Louis, Vandalia & Terre Haute division the earnings equaled \$11,810.01 per mile of main line, an increase of \$389.59 per mile as compared with the previous year. The expenses absorbed 67.99 per cent. of the earnings, an increase of 1.44 per cent. The net earnings were \$598,596.65, out of which was paid as rent to the St. L., V. & T. H. R. R. Co. the sum of \$560,-998.90 (30 per cent. of the gross earnings), there remaining as profit \$37,597.75. Two-sevenths of this profit, viz., \$10,742.21, accrues to the Terre Haute & Indianapolis Railroad Company.
On the Terre Haute & Logansport division the
earnings equaled \$3,752.48 per mile of main
line, an increase of \$314.76 per mile, as compared with the previous year. The expenses absorbed 76.17 per cent., a decrease of 5 per bent., as compared with the previous year. The net earnings were \$163,374.86, an increase of \$45,096.90, or 38.13 per cent. After the payment of the rental, 25 per cent. of the gross earnings, amounting to \$171.394.63, there was a net loss of \$8,019,77, which was \$30,720.57 less than for the previous year.

On the Indiana & Lake Michigan division the

expenses were \$6,597.95 in excess of the earnings, and after the payment of 25 per cent. of the earnings as rental there was a net loss of \$17,942.58. While there is a gratifying merease of 39.60 per cent. in the earnings of this property, a much larger increase was hoped for, if not expected. A substantial dock and commedious warehouse were constructed along the deep water of the St. Joseph river, and ready for use by the middle of May, 1892. The connection with the Chicago & West Michigan railway in St. Joseph was greatly improved, and facilities for the interchange with that road, both of freight and passenger

business, correspondingly increased.

The Peoria & Terre Haute road passed into the session of the Terre Haute & Indianapolis Railroad Company Oct. 1, 1892. After deducting 30 per cent. of the gross earnings as rental there is left a balance for operating expenses of \$23,354.48, thereby showing a profit to the Terre Haute & Indianapolis Railroad Company

The Big Four's Louisville Line, A telegram from Jeffersonville says: "It has become known that the Big Four is interested in the building of the Jeffersonville and Lonsville bridge and will see that it is pushed to completion as soon as possible. It is understood that four roads will use this bridge-the Big Four branch coming from Aurora through Madison and the branch from Vernon, the Airline from New Albany and the Chicago & Eastern Illinois from Terre Haute to this city by way of Bloomfield. Another road is talked of being built from Richmond, via Brookville, to Madison and hence to this city. Work on the new bridge will be resumed about June 1, and work on the Big Four extension and the C. & E. I. roads will

begin this summer."
While there may be some foundation for the foregoing, the following regarding the situation is true: The proposition of President Ingalls, of the Big Four, to extend the Aurora branch of the Jeffersonville & New Albany has stirred up the new management of the Ohio & Mississippi, and the latter has asked President Ingalls to delay action until a conference can be held looking to the Big Four using the tracks of the Ohio & Mississippi between North Vernon and Louisville. This is what President lngalis for many months labored to accomplish, but failed, and unless the O. & M. offers very favorable inducements the Aurora extension to Jeffersonville will be

Pennsylvania Reilef Department, The monthly bulletin of R. F. Smith, superintendent of the voluntary relief department of the Pennsylvania lines west of Pitsburg, shows that in April \$5,566 was disbursed in death benefits. \$2,500 for deaths by accident, and \$3,060 because of natural death. In accident benefits \$7,499.50 was disbursed; sickness benefits, \$6,785.20, making the total disbursements of the month \$19,850.70. The death benefits paid numbered eleven; accident, 458; sick, 598. making a total of 1,047 benefits paid. In the forty-six months the department has been in operation \$326,126 has been paid in death benefits, and \$485,929.17 in disablement benetits, making a grand total of

2812,055,17. Word's Fair Rates Will Be Lower. The meeting of the transmissours lines, at Chicago, yesterday, was productive of nothing save a big discussion, so it was adjourned, and the lines in the Western Passenger Association were convened and there was a bigger discussion than before. The result was nothing definite, and the final settlement of the matter was left with the general managers, who are to meet tomorrow. Although no tangible results were obtained the Atchison gave out what it would insist upon as the

obtained it will pull out of the association and make its own rates. The figures submitted by it at the meeting were \$35 for the round trip between Chicago and Denver and Colorado common points, and \$16.65 from the Missouri river. This was a hard blow to the other lines, who, left to themselves, would have agreed without delay upon a forty-five-dollar round-trip rate between Chicago and Colorado common points. They argued with Passenger Traf-tic Manager White, of the Atchison, but that gentleman was immovable. In reality the Atchison is in favor of a thirty-dollar round-trip rate from Colorado common points and \$12.85 from the Missouri river, but rather than disorganize everything it offered the \$35 and \$16.65 rates.

Personal, Local and General Notes. H. W. Hibbard, general freight agent of the Vandalia, was in the city yesterday, and last evening went East. Oscar Murray, vice president of the Big Four, will be in the city to-day, and remain

until Saturday at 3 P. M. The Columbus & Hocking Valley has declared a 21/2 per cent. semi-annual dividend

on its preferred stock, payable July 1. William R. McKeen, president of the Vandalia, is expected in this city this even-ing to meet the Pennsylvania official party. Recently over one million crossties for the Monon, the Ohio & Mississippi and the Louisville division of the Pennsylvania lines have been landed by boat at New Al-

Wednesday fifty section men on the St. Louis division of the Big Four struck for an increase in wages of 20 cents per day. The Vandalia section men who struck have been paid off and discharged.

It is stated that on June 1 I. A. Sweigerd, general manager of the Philadelphia & eading, will retire and be succeeded by J. H. Olhanzen, general superintendent of the Central Railroad of New Jersey.

Twenty-five heavy passenger locomotives for the Panhandie lines are being built at Altoona by the Pennsylvania Company. Four have been delivered and are in service between Pittsburg and Columbus.

John Chesborough, assistant general passenger agent of the Vandalia, has gotten out a very handsome illustrated folder showing the attractions of Lake Maxinkuckee, St. Joseph, Mich., and Benton The Pennsylvania Company has built a

neat station at West Madison street, Chicago, which will be a great convenience to people who travel on that line and wish to stop off in that part of Chicago or take a C. L. Lindsay has been appointed ticket

agent of the Big Four at Thorntown, and is succeeded at Clark's Hill by C. L. Allsberg. O. W. Neigus has been appointed agent at Atkinson, vice D. Lemon, transferred to other duties. The Ohio Falls car works on Wednesday delivered to the Monon two more elegant

new vestibuled coaches, to be run on their through fast trains. They rest on sixwheeled trucks and are very substantially built in every respect. Prosecutor Jackson, of South Bend, Ind., has filed 114 cases before Judge Noyes against the Michigan Central road for failure to bulletin the departure of trains

from that station, and it is said he intends to take similar action against the Lake Shore and the Vandalia. R. Carrol, general manager of the Queen & Crescent, has, it is stated, tendered his resignation. Under his contract he must give six months' notice of his retirement from that position. As he retires on agcount of a reduction in salary it is probable that this part of the agreement with

the company will be annuled. One of the best improvements which President Grammar, of the Evansville & Terre Haute, is making is the rebuilding of the passenger station at Evansville and placing four tracks under a train shed. Evansville has long needed such an improvement, and a road which declares dividends such as does the E. & T. H. can afford to make improvements without the

stockholders objecting. The officials of the Pittsburg. Fort Wayne & Chicago are disposed to keep all the men at work possible at the shops in Fort Wayne, as most of the employes there are veterans in service. As repairing is light ust now in the repair shops, one hundred new box cars are to be built. In the other shops seven class "X" passenger locomotives are being built, which will be completed in about two months. Orders have been given to build eight Class "R" freight

Henry Villard yesterday morning authorized the statement that on March 1, 1893, he sent to President Oakes his resignation as director of the Northern Pacific: that being urged by Mr. Oakes he remained to help fund the floating debt. Later to the day Mr. Villard said: "I wish it distinctly understood that I have not resigned the directory of the Northern Pacific and do not intend to do so until it suits my convenience. No action has ever been taken on my letter of March 1."

The Pennsylvania inspection party, which will arrive here this afternoon, and to-morrow go on to Chicago, consists of George B. Roberts, president; John P. Green, second vice president; Charles E. Pugh, third vice president; S. M. Prevest, general manager of the transportation department; J. T. Richards, chief engineer; directors, W. H. Barnes, J. N. Hutchinson and E. B. Walton. Of the Western lines, James McRea, first vice president; J. T. Brooks; second vice president; Joseph Wood, general manager, and John F. Miller, general superintendent of the Southwestern

The Indianapolis division of the Pennsylvania lines is credited with clearing wrecks the most expeditiously of any division on the system. A good illustration of the ability of its wrecking crews was exhibited yesterday. When the morning train was a few miles east of Irvington it came upon a freight wreck. In the middle of a long freight two loaded cars had left the track and stood across it. As soon as the passenger train could be side-tracked, up came the wrecking crew. As soon as the rear part of the train was out of the way the wrecking crew commenced work. Not a word or order was given by but one man, but in thirty-five minutes these cars were placed on the track and then run to the nearest side-track, while the passenger

train moved eastward. Summer Collins, general superintendent of the Monon, and James Barker, general passenger agent of the road, were in the city yesterday, en route for Cincinnati, for a conference with the Cincinnati, Hamilton & Dayton people. The passenger earnings of the C., H. & D. the second week of this month were \$7,105 ahead of those of the second week of May. 1892, making the increase in passenger earnings thus far this month \$10,505. Mr. Barker does not give much encouragement that the roads between Indianapolis and Chicago will make lower than present rates, all rail; this, he admits, however, is an unsettled question. He does not promise a morning train out of here, but says a fast train will be put on, to leave Indianapolis at 4 P. M., reach Chicago. all rail, at 10 P. M.; Michigan City at 9 P M .. thence by boat for Chicago, and there will be some important changes in connection with the Cincinnati, Hamilton & Dayton trains, which will be announced in a day

## Hard Times.

or two.

"I understand," said one St. Petersburg citizen to another, "that these are very disastrous timeski in the United States of Americavich."

"You don'tski saysoski!" "A great many people are dying of exposure.

"Is it possibleinsky?" "Yes, from the exposure of electric And the Russian jester laughed a laugh that was wild and dreary and full of couso-

Zimrt Dwiggins. Philadelphia Inquirer It begins to look as if there were a Zimri

IN THE TOILS OF A "SHARK"

Mrs. James Gray's Remarkable Experience with Chattel Mortgage People.

She Borrowed \$45. Has Paid \$98 on It and They Still Hold Her Note for \$140-Lavelle's Belated Petition-Court Notes.

In Room 1 acting Judge Winters heard the evidence in the case of James Gray against Thomas Somerville, J. C. Ertel and others to cancel a chattel mortgage. The case is a peculiar one, and one of the few

in which the mysterious transactions wherein the "money shark" secures his exorbitant interest for the use of money loaned upon chattel mortgage security were brought to light. Mrs. Gray, without the knowledge of her husband, borrowed from a "money shark" the sum of \$45, and gave as security a mortgage upon personal property. The indebtedness ran on for nine months, during which time she had paid the "money shark" the sum of \$98, yet he held her note, secured by mortgage, for the sum of \$140. Suit was brought, and judgment upon default given against Mrs. Gray before Justice Johnson. Then it was that Mr. Gray first received knowledge of the indebtedness. He alleged that the mortgaged property belonged to him, and brought suit to set aside the judgment and cancel the mortgage. The case was taken under advisement by the court.

Lavelle's Appeal Too Late. Clerk of the Supreme Court Sweeney yesterday received the transcript of the appeal of James Lavelle from the judgment and sentence of the Orange county court. It will be remembered that he was found guilty of setting fire to the courtnouse in order to destroy evidence against himself as auditor which would make him a defaulter. He was given a sentence of eight years, and it is likely that he will be compelled to serve it out unless pardoned. The transcript arrived three days after the exallows one year in which to make the appeal to the higher court.

To Set Aside a Transfe Maria Parish has sued Steven Cogill to set aside an alleged fraudulent transfer of real estate and the case is on trial in Room 1 of the Superior Court. Cogill, after indorsing a note, transferred a piece of real estate in Perry township, all he had subject to execution, to a third party, without consideration, who in turn transferred it to Cogill's wife. Cogill admits the transfer, but claims that it was not done in fraud of creditors but merely in keeping with his previously expressed intention of providing for his wife in case of his death.

Seeking Divorce. Nellie Warfield yesterday filed suit against Charles Warfield, asking divorce, on the ground of abandonment. In her complaint Mrs. Warfield alleges that she and the defendant were married in 1870, at Porter Oil, Ky., and afterwards moved to this city, where they were remarried.

Mary E. Brown and Carl M. Brown were married one year ago, and now Mrs. Brown sues for divorce, alleging habitual drunkenness as a cause.

Harrold Acquitted. After being out all night the jury trying the case against William Harrold, indicted for stealing an overcoat from the Bates House billiard parlor, returned a verdict of not guilty. The case was tried by the same jury which was a few days previous taken to task by Judge Cox for affixing a workhouse sentence against the same defendant on a similar charge.

A \$300 Dog-Bite. In Room 2, yesterday, the jury in the case of Martha E. Bailey against Joseph H. Smith returned a verdict for the plaintiff in the sum of \$300. Smith was the owner of a vicious dog which bit Mrs. Bailey, for which she sued. The parties reside in North Indianapolis.

Docket Notes.

Mrs. Addie F. Yohn, widow of Albert B. Yohn, qualified yesterday as executrix of the will of her deceased husband, and gave bond in the sum of \$2,000, In the mechanic's lien case of Daniel Fisher and others against Horace R. Allen

and others, growing out of the re modeling of the surgical institute on South Illinois street after the disastrous fire, the defendants have filed a motion for a new Christian Matthews sued the Citizens'

Street-railroad Company for \$2,000 damages for injuries alleged to have been received while attempting to alight from an electric car at the corner of Washington and Delaware streets. The jury returned a verdict for the defendant.

The Cour: Mecord.

SUPREME COURT OPINIONS. 16165. Melissa Walter et al. vs. Amanda Lubring et al. Gibson C. C. Affirmed. Howard, J .- In an action to contest a will on the ground that the testator was of unsound mind at the time he executed the will it is not error to refuse to instruct the jury that unsoundness of mind means the same thing in law as meanity. Nor is it error to say to the jury that "when unsoundness of mind of a permanent nature has been established the presumption is that the state of unsoundness exists or continges until the contrary is shown." Where the devisee of "the bulk of" the testator's property stated that his testator was of unsound mind and incapable of making a will, but before the contest of the will died, and his sole heir and all the devisces are party to the suit, such admissions are competent. (67 Ind., 259, distinguished.) In such a suit a party to the action is a competent witness as to the soundness of the testator, notwithstanding the fact that the chief devisee is dead. 16088. Kalula D. Cohee vs. Caroline Baer

et al. Clinton C. C. Petition for a rehearing overrnled. 16039. John S. Wilson et al. vs. Jeffrey Stetler. Adams C. C. Affirmed. Olds. J. -The owner of land dying left an insane widow and several minor children. A guardian was appointed for the widow alone, and on his application the fee simple entire of land owned by the decedent was ordered sold. A sale was made of the entire tract and offered. To this proceeding the children were not parties. The guardian of the widow received the full purchase price an applied the interest thereof to her support and to the support of the children. She died, and on the children arriving of age the proceeds and in-terest thereon, of the purchase money, amounting to more than the amount of the sale, was paid to them, they at the time having full knowledge of all the facts. Held, that these children could not maintain suit for portion, to recover possession of the undivided two-thirds and to quiet title of such land so long as they retained possession of the amount of money paid

them as aforesaid stated. SUPERIOR COURT. Room 1-James M. Winters, Judge Pro Tem. Henry Coburn vs. Rosa L. Jackson et al.: foreclosure. Finding for plaintiff. Mort-gage foreclosed and sale ordered. James B. Cain vs. Caroline Cain; divorce.

Dismissed by agreement. Town of Irvington va Charles A. Shot-well; sidewalk hen. Judgment for plaintiff for \$105,94. James Gray va. Thomas Summerville et al.; to cancel mortgage, etc. Under advise-

Mariah Parish vs. Steven Cogill; to set aside conveyance. On trial by court. Room 2-J. W. Harper, Judge damages. Trial by jury. Verdict for \$300.

Martha E. Bailey vs. Joseph H. Smith; Main Belting Company vs. James U. Miller; on account. Dismissed by plaintiff and costs paid. Room 3-Pliny W. Bartholomew, Judge. C. & A. Potts & Co. vs. John Johnson: notes and mortgage. Judgment for \$1,196.67

and decree of forcelosure. Christian Matthews vs. Citizens' Streetrailroad Company: damages. Jury finds for defendant. Matthew Arbackle vs. Henry Schnull; commission. On trial by cours. August Barth ve. Christian Enders; me-

chanic's lien. Dismissed and costs paid. New Swits Filed.

pany vs. George A. Boeckling et al.; on ac-Mary E. Brown vs. Carl M. Brown; di-vorce. Room 1. lodianapolia Brewing Company va. Nicholas Oley; to foreclose mortgage. Room

A. B. Gates & Co. vs. Charles Wagner; on account. Room 2. Lizzie Gregory vs. William Gregory; divorce. Room 1. Nellie Warfield vs. Charles Warfield; divorce. Room 2. Maggie Gibbs vs. Joshua Gibbs; divorce.

CIRCUIT COURT.

Edgar A. Brown, Judge. Petition of the Stanford Veterinary College for change of name. Name changed to Indiana Veterinary College. Charles Gresh vs. John Gresh et al.; partition. Decree and John L. McMaster was appointed commissioner to sell. Mary L. Alber vs. Noah F. Alber; divorce. Decree granted plaintiff and name changed P., C., C. & St. L. Railway Company vs. S. N. Gold. Trustee et al.; injunction. On trial by court.

New Sust Filed. Henry Reichenmeyer vs. Nellie Griffin et al.; to quiet title.

CRIMINAL COURT. Millard F. Cox, Judge.

State vs. Andrew Farbach; provoke. Appeal from Habich, J. P. Trial by court. Guilty, Fined \$1 and costs. State vs. William Harrold; petit larceny.
Trial by jury. Not guilty. Sentenced on
former verdict to six months' imprisonment in workhouse and fined \$5 and costs. State vs. Frank Compton; assault and battery. Appeal from Daniels, J. P. Not

MUNICIPAL AFFAIRS.

South Meridian Street to Be Paved with Granite-Minor Improvements. The Board of Public Works, at a meeting held late yesterday afternoon, passed on a

number of street resolutions and came to a final decision on the improvement of South Meridian street, from Washington street to the Union tracks.

South Meridian street within the confines named is what is known as the "wholesale district," and is where a larger portion of the heavy hauling of the city is done. When the board declared that it would improve the street during the present season, it became a matter of general interest to the merchants doing business on the street, and there were a number of mass meetings held to discuss the situation. These merchants even went so far as to organize an association, elected officers and adopted a number of resolutions relating to the improvement of the street. There was a division of feeling in favor of asphalt and brick, which was tipally brought round to almost a unanimity for the former. Of some twenty individual petitions presented to the board all but two of them were for asphalt, and those two were for brick. The members of the board held quite a long consultation over the matter, and finally decided on granite, Mesers, Conduitt and Scherrer voting for it and Mr. Defrees voting for asphalt. The city engineer was instructed to prepare papers for the improvement at once, and it will be ordered within the next few days. The board adopted the following streetimprovement resolutions:

Improving with brick the first alley west of Meridian street, from Pearl street to Maryland street; length 200 feet, width 10 feet. Improving with brick Maryland street, from Kentucky avenue to Pennsylvania street; length 1,325 feet, width 60 feet.
Improving with brick the first alley west of

Illinois street, from Market street to Court street; length 195 feet, width 10 feet. Improving with brick the first alley east of New Jersev sireet, from Washington street to Market street; length 410 feet, width 15 feet. Improving with brick Pearl street, from Tennessee street to Missouri street; length 419 feet, width 20 feet. Improving with asphalt Prospect street, from Dillion street to Reed street; length 2,574 feet.

width 50 feet. Improving with asphalt Pennsylvania street, from Virginia avenue to Maryland street; length 390 feet, width 60 feet. Local sewer in Dickson street, from Market street to a point 360 feet north; size 10 inches by 8 inches. Sidewalks-Paving with cement the west walk

of Park avenue, from Thirteenth street to Fifteenth street; paving with cement the east walk of Hudson street, from Michigan street to Vermont street; paving with cement the east walk of Beliefontaine street, from Home avenue to Lincoln avenue; paving with cement the east and west walks of Bellefontaine street, from Thirteenth street to Fifteenth street; paving with cement the east and west walks of Tacoma avenue, from Washington street to Michigan street; paving with brick the west walk of Dorman street, from Michigan street to Campbell street; paving with brick the east and west walks of John street. from Lexington avenue to Prospect street; paving with brick the east and west walks of Highland avenue, from Ohio street to Miami street; paving with brick the north and south walks of Miami street, from Archer street to Preston street; paving with brick the east and west walks of Archer street, from Vermont

street to Miami street. Board of Safety.

The Board of Public Safety held a short meeting yesterday afternoon, at which all the members were present. Police powers were granted to D. Kienwitt, for the Bookman saw mill; to David Freemen, for the Big Four freight depot, and to J. H. Gale, for the Indiana Bicycle Company. At a request from the Board of Public Works the board decided to place two patrolmen at Garfield Park on Sunday afternoons. Officers Brady and Schaffer will be assigned that duty. The Fire Extinguishing Manufacturing Company was given the contract to repair book and ladder truck No. 2 for the sum of \$650. A number of bills were allowed and the board adjourned.

Not Connected with Dwiggins.

To the Editor of the Indianapolis Journal: In a recent issue of your paper you make mention of the Citizens' Bank of Morocco. Ind., as belonging to the so-called Dwiggins, Starbuck & Co. syndicate of banks. Please be kind enough to publish our demial of this, as we were not in anywise connected with the Columbia National Bank, except as a correspondent. RECHER, PAXTON & Co.

Morocco, Ind., May 18.

To Get at the Facts Regarding Hood's Sarsaparilla ask the people who take this medicine or read the testimontals often published in this paper. They will convince you that Hood's cares.

Hood's Pills cure constipation. WIFT'S STEUITIE ..

For renovating the entire system, eliminating all Poisons from the Blood, whether of scrofulous or Blood, whether of scrofulous or malarial origin, this preparation has no equal. "For eighteen months I had an eating sore on my tongue. I was treated by best local physicians,

but obtained no relief; the sore gradually grew worse. I finally took S. S., and was entirely cured after using a few bottles." C. B. McLemore, Henderson, Tex. Treatise on Blood and Skin Dis.

eases mailed free.

THE SWIFT SPECIFIC CO.,

A Proclamation by the Governor of Indiana.

EXECUTIVE DEPARTMENT. WHEREAS, The several Clerks of the Circuit Courts in this State have transmitted to me their respective certificates stating when the Laws of the State of In diana, passed at the Fifty-eighth Regular Session of the General Assembly, begun on the 5th day of Jan-uary, 1893, were received, by which said certificates it appears that the latest filing of such Laws took place on the 18th day of May, 1893, at 12 m. o'clock, in the office of the Clerk of the Circuit Court of Marion County, Therefore, I, CLAUDE MATTHEWS, Governor of the State of Indiana, in accordance with the foregoing facts, and in pursuance to the provision of the Consti-tution, and the requirement of the Statutes in such cases made and provided, do hereby make proclama-tion, announcing the 18th day of May, 1838, at 12 m. o'clock, as the date at which the latest filing of the Laws of said regular session of 1893 took | lace with said several Clerks of the Circuit Courts, and dec a ing all such Laws published and circulated in the sec-eral counties of this State by the proper authorit. Therefore, all of said Laws are now in full force and

In witness whereof, I is we hereunto set my hand, and daused to sel the state, at the city of and mapolis, this 18th day of May, 1893.

CLAUDE MATTHEWS. By the Governor:

It is very difficult

to convince children that a medicine is "nice to take" —this trouble is not experienced in administering

of Cod Liver Oil. It is almost as palatable as milk. No preparation so rapidly builds up good flesh, strength and nerve force. Mothers the world over rely upon it in all wasting diseases that children are heir to. Prepared by Scott & Bowns. N. V. All druggists.



Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large ples. Avoid imitations—and insist on having the NONE SUCH brand.

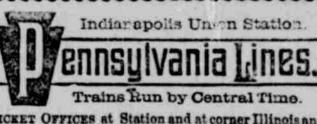
TWENTY YEARS THE LEADERY!! Coughs, Pleurisy, Rheumatism, Sciatica, Lumbago Back-Ache, and all External

MERRELL & SOULE. Syracuse. N. Y.

Ailments removed quickly by BENSON'S which is the only POROUS PLASTER that contains powerful and curative modern ingredients YET ABSOLUTELY SAFE and POSITIVE in its action. Benson's Plasters Prevent Pneumonia. It does not cure chronic ailments in a minute, nor does it create an electric battery or current in the system, nor will it cure by merel reading the label, all such claims are made b quacks and humbugs. EENSON'S is endered by 5,000 Physicians and Druggists.

RAILWAY TIME-TABLES.

CAUTION—Don't be duped by unscrupulous breading who offer cheap trash which they claim is just as good or better than BENSON'S. Get the Genuine, always relia-



Ticket Offices at Station and at corner Illinois and
Washington Streets.
TRAINS BUN AS FOLLOWS:
\*Daily. † Daily, except Sunday. FROM INDIANAPOLIS TO Philadelphia and New York ... \*5:00 am \*10:15 pm Baitimore and Wasnington ... 5:00 am
Dayton and Springfield ... 5:00 am
Martinsville and Vincennes ... 8:00 am
Madison and Louisville ... 18:05 am mond and Columbus, O .... 18:00 am 

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